

FIG. 1A

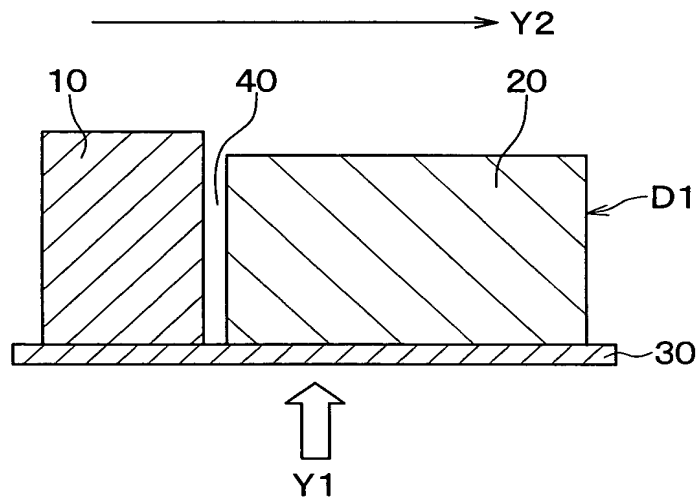


FIG. 1B

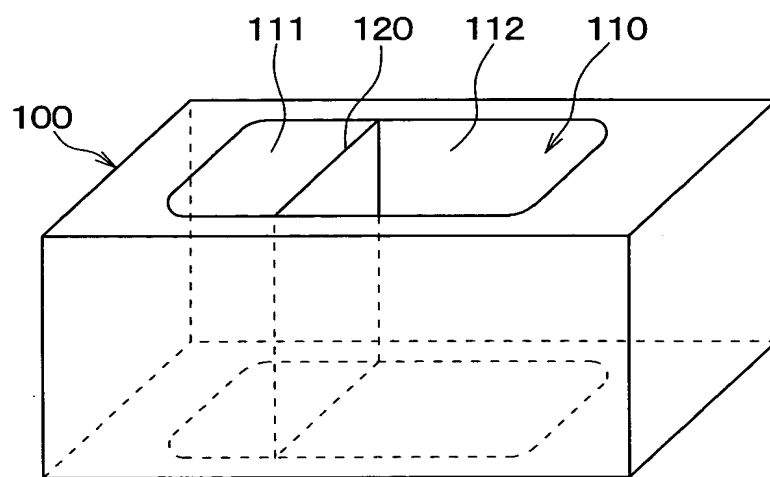


FIG .2

RAW MATERIAL	COMPONENTS	AMOUNT OF EACH COMPONENT (wt %)											
		EXAMPLE 1			EXAMPLE 2			COMPARATIVE EX.1			COMPARATIVE EX.2		
		LOW μ MATERIAL	HIGH μ MATERIAL	LOW μ MATERIAL	HIGH μ MATERIAL	LOW μ MATERIAL	HIGH μ MATERIAL	LOW μ MATERIAL	HIGH μ MATERIAL	LOW μ MATERIAL	HIGH μ MATERIAL	LOW μ MATERIAL	HIGH μ MATERIAL
FIBER BASE MATERIAL	ARAMID FIBER	25	15	25	15	25	15	25	15	25	15	25	15
	COPPER FIBER	5		5		5		5		5		5	
	STEEL FIBER		10		10		10		10		10		10
FRICTION REGULATING AGENT AND FILLER	GRAPHITE	10	5	10	5	10	5	10	5	10	5	10	5
	CASHEW DUST	10	10	10	10	10	10	10	10	10	10	10	10
	CALCIUM HYDROXIDE	2	2	2	2	2	2	2	2	2	2	2	2
	ALUMINUM		5	2	6		5		5	4	5	0	1
	MICA	15	15	15	15	15	15	15	15	15	15	15	15
BINDER	BARIUM	23	28	25	26	23	28	23	28	23	28	23	28
	PHENOL RESIN	10	10	8	12	10	10	10	10	10	10	10	10
	FRICTION COEFFICIENT	0.35	0.45	0.40	0.46	0.35	0.45	0.44	0.46	0.44	0.46	0.35	0.38
	YOUNG'S MODULUS	200	800	150	1000	200	800	200	800	200	800	200	800
	SLIT WIDTH	1 mm			4.5mm			0.5mm			2mm		
											3mm		

FIG .3

	EXAMPLE1	EXAMPLE2	COMPARATIVE EX.1	COMPARATIVE EX.2	COMPARATIVE EX.3
NOISE GENERATION RATE (%)	0	2	0	50	0
BRAKE EFFECTIVENESS	SUFFICIENT	SUFFICIENT	SUFFICIENT	SUFFICIENT	INSUFFICIENT
POST-BRAKING TEST BRAKE NOISE	0	2	0	50	0
POST-BRAKING TEST BRAKE EFFECTIVENESS	SUFFICIENT	SUFFICIENT	INSUFFICIENT	SUFFICIENT	INSUFFICIENT

FIG. 4